Edited by WILLIAM ULLMAN.

Entry blanks for both the Vanderbilt Cup and Grand Prize races which are to be held in Milwaukee, Wis., the latter part of September, will be ready for distribution next week. Bart J. Ruddle, who is managing the races for the Milwaukee Automobile Dealers' Association, spent several days in New York this week, perfecting the preliminary details for the classics, and upon returning to Milwaukee on Wednesday, stated that the printing of the blanks will be rushed. Although the date for the Vanderbilt Cup race has been officially assigned, the sanction for the race has not been granted as yet by the A. A. A. contest board. As soon as details for patrolling the course have been arranged—and every precaution is to be taken to safeguard spectators and contestants alike—the contest board, upon being satisfied, will issue the formal sanction.

The revised dates for the events are as follows: The Grand Prize race on Tuesday, September 17; the Wisconsin Challenge Trophy and Pabst Trophy races for light cars, Friday, September 20, and the Vanderbilt Cup race Saturday, September 21. Thus a new precedent will be established in making the International Grand Prize race the curtain raiser and holding the Vanderbilt Cup—the great American classic—as the wind-up. All events will take place on the Greenfield course, which is an 8 7-10 miles circuit.

With a fund of $20,000 at its disposal, the racing committee will not endeavor to skimp any in the matter of making the course the finest possible. It has been decided to leave the turns flat, but in places where there is any danger of this becoming rutted or torn up by the cars swinging around corners, the turn will be made of concrete.

As yet the location of the grand stand has not been determined, but it has been arranged to have its capacity at least 30,000 seats. As is customary, the repair pits will be situated directly in front of the grand stand. Persons who witnessed the Fairmount Park race last year made universal comment on the pit work feature, in comparing it with other races. At Fairmount Park the pits were at the extreme ends of the grand stand so that the bulk of the spectators were unable to watch the rapid tire changes and work on cars—one of the most interesting features of a road race.

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With the vacation season here, thousands of automobilists are busy planning motor tours to seashore, mountain, and lake resorts.

A decided innovation in the form of touring information is announced by the Touring Club of America in the placing of detour signs at points upon the main thoroughfares where it is necessary for tourists to avoid roads that have been closed for repairs or reconstruction.

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Great interest has been aroused in this country, as well as abroad, in the recent opening, in the fashionable West End of London, of the permanent Motor Museum founded by the English automobile journal "Motor." It is intended that in time the museum shall be a treasure house of historical motor cars, motorcycles and accessories; and a good start in this direction has already been made.

The wonderful progress of the automobile industry could not be better illustrated than it is in this British collection—unless some one should found a similar American Museum, as enthusiasts have suggested should be done. Such an American collection might, indeed, put the British exhibit in second place. For the most notable relic the Londoners have is the "Blue Belle" steamer, which is hardly a motor car at all in the modern sense, and a French car of 1891 is the oldest specimen of the present-day type of automobile—spoken of by English writers as "the oldest in the world," though there is said to be in the Smithsonian Institution's collection in Washington an American car dating back to the same year.

If the plan proposed for establishing an American Motor Museum comes to fruition, the United States will be able to make, from the work of its own inventors, as good a showing of antiquities as London's which are drawn from all over the world. And it is safe to say that the stages of progress in automobile building can be even more interestingly illustrated by American cars than by foreign.

The American motor car, from the first workable gasoline, which J. Frank Duryea brought out in 1891, has, it is fair to say, progressed faster than the European. No other industry, in this country of astonishing industrial achievements, even has had any such spectacular growth or has made such startling progress, as motor car building. Nor has it by any means been a matter of simply going on from the work of foreign inventors. The American motor car is in many respects a distinct creation—the unit power plant and three-point support, for instance (both Duryea inventions), have had their influence on the continental designers. And almost from the day of the "Duryea Wagon," American cars have competed sharply with the European ones in their own countries, till now there is an export business which makes the foreign builders decidedly uncomfortable.

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There is a noticeable increase in the number of inquiries relative to touring in Europe this season, and many American automobilists are planning to take their cars abroad to tour the continent during the next few months.

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After serving fifty-three years in Wethersfield prison, Connecticut, under a conviction of second degree murder, John Warren, seventy-four years old, was pardoned and released Thursday (June 20). Warren has never ridden on a trolley or steam train, although he kept well informed of the march of civilization and current events during his imprisonment.

As he walked out of prison, the aged convict was met by Warden Garner and his first few hours of freedom since 1859 were enjoyed in Warden Garner's big Columbia Cavalier motor car.

Warren's prison life left few traces of his half-century incarceration. His figure is erect and plump. While his hair is white, his face has been bronzed by outdoor life and shows few wrinkles. Four brothers of almost the same age are still living in the vicinity of Eagleville, and his first trip from Wethersfield was a visit to them.

Pardon came to Warren unexpectedly. From the civil war to 1909 numerous efforts to obtain his release resulted in failure, and he had about given up hope when he was invited to take a ride around Wethersfield in the Columbia car.

Warren says that he regrets that he must return to the only form of transportation which he had previously used and he made plans to harness up an old horse and drive out into the country "to see how it looks."

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C. N. Buckland, local agent for the Pruden system of portable buildings, reports the following sales during the past week:

A portable garage to John M. Craddock, Lynchburg, Va., and W. H. Pierce, of Washington. A portable kitchen building was also purchased by the Associated Charities to be placed near Benning.

Mr. Buckland's advertisement in another column of this paper gives full information concerning the portable buildings for which he is the agent, and should appeal to many owners of autos as well as persons going away for a vacation.

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That our little brothers across the water, both on the Continent and on the "tight little isle," have ideas that are worthy of Yankee consideration is proven by the growing popularity of the gasoline-tank-under-the-cowl-of-the-dish idea.

The Argyll, Charron, Deasy, Delage, Lorraine-Dietrich, Rover, Lizaire, English, Waverly, Clement-Bayard, English-Austin, Chenard-Walcker, Delauney-Belleville, Le Gui, and other prominent European cars have the new gasoline system and various engineers of other foreign factories have announced their intention of using it.

The Henderson car carries a fourteen-gallon tank immediately under the cowl of the dash.

"The advantages of the new tank location are obvious," said Chester S. Ricker, designer of the Henderson. "The gasoline line is shortened very materially, and is in complete sight when the bonnet is raised for its entire length. The centrifugal angle is greater—in fact, it would be impossible to find a grade so steep that your gasoline would not flow into the carbureter. With this tank location it is an easy and inexpensive matter to have a gasoline gauge on the dash in sight of the operator at all times."

To the tourist who has crawled under his car at night to search for a leak in his gasoline, or the unfortunate one who has had to turn around and back up a hill because the gasoline would not flow into his carbureter on account of the grade, the new tank arrangement adopted by the Henderson is significant. To the absent-minded driver who finds himself "far from the maddening crowd" with an empty gasoline tank the gauge innovation will appeal.

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Cupid almost broke up factory routine in the big shops of the Stoddard-Dayton automobile factory in Dayton, Ohio, last week when a bashful benedict who wanted an automobile for a wedding tour placed an order for a car and impatiently followed its progress through the various stages of construction fearful lest his bride-to-be might not sanction the necessary interval required to finish up the honeymoon car.

Desperate, and pleading that their identity be withheld, the young couple asked the factory to fix their wedding date and agreed to marry on the day the car is delivered.

Needless to say the factory managemen will brook no delay in the completion of the car, and will deliver it at the earliest possible moment.

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That tire manufacturers have done their share toward solving the many complexities attending the development of the motor truck is shown by conditions which make it possible for a merchant in Philadelphia to make delivery of goods to a customer in California in a ponderous rubber-tired vehicle.

In the early days of the motor truck—in fact, up to a few months ago—it was necessary to operate trucks in a radius convenient to a base of supplies. This was due to the fact that solid tires were applied by pressure. Special tools and machinery were required, and even if an extra wheel were carried to obviate these difficulties tire changes could not be made without removing the old wheel from the truck. Unless this work was performed by an expert there was always the chance of the hub mechanism being damaged or disarranged.

The result has been that up to this time the motor truck as a utility has been limited to more or less short hauls. Demountable, solid tires, however, have wrought a decided change, and with the difficulties of making tire replacements removed, it is, being demonstrated that motor trucks can be sent everywhere. It no longer is necessary to consider the base of supplies in so far as tires are concerned.

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The latest addition to the factory organization of the E. R. Thomas Motor Car Company is Mr. George Waite, who takes the position of assistant sales manager.

Mr. Waite was formerly sales manager for the Simplex Motor Car Company, of Mishawaka, and through long experience is thoroughly conversant with the retail selling end of the automobile business.

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Horse owners and devotees of the racing game disagree with the average motorist as to the exact location of the "ideal tour." The sporting men claim that the only trip worthy of the name is the route between cities where Grand Circuit meetings are held. The fad of touring between race meets, practically unknown a few years ago, has become the common thing among racing men, and it is no unusual sight to see quite a caravan of motor cars leaving Detroit and other Grand Circuit cities following the wind-up of a week's racing. The motor car affords not only a more comfortable mode of travel on the intercity trips, but it a real time saver in those towns where the race course is located at a great distance from the hotels.

Frank G. Jones, of Memphis, Tenn., and Thomas W. Murphy, of Poughkeepsie, N. Y., both owners of large racing stables and many famous horses, are recent converts to the motoring habit who will follow the races in automobiles for the first time this summer. Both have ordered six-cylinder Lozier cars, and will go on tour with the first races of the season. Mr. Jones will follow the Grand Circuit out of Detroit with his stable of harness horses, and Mr. Murphy and his string of running horses will travel between Fort Erie, Montreal, Windsor, and Latonia.

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The following letter received at this office from T. S. Johnston, local manager of the Buick Motor Company, will undoubtedly be of interest to our readers:

"We have just received a letter from our London office to the effect that a model 35 chassis on June 1, established the following new class record, at Brooklands:

"Half-mile, 25.27 sec. equals 71.23 m. h. p.

"One kilometer, 31.41 sec. equals 71.22 m. p. h.

"One mile, 51.02 sec. equals 70.17 m. p. h.

"This record is for cars with maximum engine capacity of 2.868 c. c., while the engine in our car measured only 2.694 c. c. In same afternoon, we ran the 35 chassis against H. A. Collier on his twin cylinder matchless motor bicycle with R. L. Printz on a twin cylinder bat, for the cup offered by the British Motor Racing Club, and in this race also the 35 came under the wire a winner.

"This race was three laps of Brooklands, and the fact was considered of considerable moment in the motor cycling world and created a good deal of interest in England."

This indicates that as of old—"Every Buick car is a racing car. It has the power that makes the speed and the durability to stand the strain."

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Bruce Daniels, for the last year automobile editor of the Indianapolis Star, is now identified with the advertising department of the Motor Car Manufacturing Company, builders of the Pathfinder "40." Mr. Daniels is a newcomer in the trade, his automobile experience being limited to the year he spent boosting Hoosier motor products in the columns of the Indianapolis daily. He is a former student of the University of Michigan, and from there he went to the Detroit News, where he became assistant sporting editor. It was in the Wolverine metropolis that he succumbed to the automobile "bug." When Waldo W. Edenburn left the automobile department of the Star for the Remy publicity management, Mr. Daniels was his successor. This is the fifth member of the Star staff to graduate into the automobile field, owing to the predilection of Hoosier automobile companies for men with newspaper experience. Other former automobile editors of the Star were C. E. Shuart, of the Speedway; P. P. Willis, of the National Motor Vehicle Company; H. K. Duepree, assistant sales manager of the Remy Company, and Mr. Edenburn. While with the Star, Mr. Daniels was a big booster in the automobile game and holds a wide acquaintance in automobile circles.

Automobilists using the roads between Philadelphia and Atlantic City by the way of Hammonton, should drive with caution through a small place called Pomona, fourteen miles west of Atlantic City, between Egg Harbor City and Hammonton. At this point on a stretch of twenty-two miles of good State road through a territory which is not populated, a speed trap is in operation and motorists exceeding twenty-five miles an hour are held up by a constable and escorted to a near-by justice, who imposes fines anywhere from $5 up.

On the main route from Philadelphia to Trenton via Langhorne, a speed trap is being operated about eight miles south of Trenton, at a station called Glen Lake, where the constable is domiciled in the woods along the highway arresting tourists who exceed the speed limit. Both of the these traps were discovered by the scouts of the Touring Club of America during the past week, while engaged in charting the new roads for the forthcoming issue of the Metropolitan Automobile Guide.

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"One mile of cross-continent automobiling, taking every sort of road, mountain path, and prairie trail as you meet them, driving continuously day after day for a whole year, summer and winter, spring and fall, in rain and snow, cold and desert heat from January to July and from Maine to California and Mexico to Canada and ocean to ocean, is equal to five times the same distance on smooth city pavements or park boulevards," said General Manager M. J. Hammers, of the Abbott Motor Company of Detroit. "Think of the miles of deep and almost impassable snow, mountain climbing, and steep, twisting and tortuous grades, the resisting sand of the great American desert, clogging mud and gumbo, fording rivers and jungle trails, and tenacious clay from eight to fourteen inches in depth, through which this car has forced its way day after day for hours at a time, taking every climatic change and road conditions without a murmur and which necessitated an almost constant use of second and low gear. Figure the strain upon all the component parts of the mechanism which no automobile in city service would ever have to meet. The "Bull Dog" a stock car of the 1910 model, has not followed a picked route over smooth streets and pavements, but has gone around the border of the United States and into every State in the Union, without regard to the road conditions of the country, weather, altitude, or climate, which is truly a marvelous record.

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Discussing old automobile lore with a group of old-timers the other day, General Manager M. J. Hammers, of the Abbott Motor Company, said:

"It is an interesting diversion to me to search through the archives of past history and invention to get the early ideas and impressions of people and compare them with the thought and trend of to-day. For instance, to read in old magazines and newspapers the first descriptions of the steamboat or locomotive. The recent reading of a lengthy articles that appeared in a leading monthly back in the '90's, describing and foretelling the future of the phonograph, proved a great amusement, but was eclipsed by a discovery made one day last week in looking over an exhaustive volume on 'Automobile Law,' published in 1909 by a member of the St. Louis bar. The paragraph was headed, 'Characteristics of the Automobile,' which one might think was written a century ago—'In itself the automobile is harmless and characterless. It is only when human agency intervenes that it assumes characteristics peculiarly its own. It is capable of being driven at a high rate of speed; it is heavy, powerful, fast, and generally noisy; its shape is unusual; it is propelled by a power within itself, and produces a puffing noise when in motion, and if carelessly handled may become as terrifying as it is dangerous. On account of its great weight and strength, it is capable in collision with an ordinary vehicle of smashing it without serious injury to itself.' This definition is hardly satisfactory to Detroit motorists, and it is safe to assume that the author is a more profound student of Grecian mythology than of the mechanical features of the automobile."

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Cephas Whitney, of Demerara, British Guiana, South America, dropped into Detroit the other day. Whitney rubbed his eyes like a Rip Van Winkle of Robert Fulton's time, at the sights he saw. He was back in his own country for the first time in twenty-three years.

Mr. Whitney is the R-C-H dealer in British Guiana. He has been in that country twelve years, spending the eleven years previous on the Island of Jamaica. By profession he is a dentist, but has taken up automobiles as a hobby, and in six months has succeeded in bringing up the R-C-H to a point where one-tenth of all the cars in the country are now that product.

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Forty-two owners of Maxwell cars in eighteen States equalified the past week for the solid gold medals offeded by the Maxwell-Briscoe Motor Company to owners who prove a mileage of 50,000 with Maxwell cars. A total of fifty-eight owners have now furnished sworn statements entitling them to medals and are enrolled as medal members of the 50,000 Mile Maxwell Motor Club. Silver medals for 25,000 miles have been awarded to more than twice as many.

Fourteen physicians are included in the number who will receive gold medals. Their cars have been in use constantly in their practice for periods ranging from three to seven years. Physicians were expected to qualify in large numbers inasmuch as there are 17,000 who own Maxwell cars.

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"People, especially those of the great automobile manufacturing States, have long wondered where all the cars go to each year," says V. A. Longaker, chairman and general manager of the American Motor Company, of Indianapolis, and known as the father of the "American Underslung." "The Hoosiers and Wolverines see more than 200,000 cars turned out each year, and they cannot conceive of that many buyers. They forget that their two great States supply the country, that comparatively few motor cars are made outside.

"I have discovered one bottomless pit, which, I believe, will long keep the two North Central States' factories busy, if forty-five other States put a ban on the

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AUTO DELIVERIES OF THE WEEK.

The following deliveries have been reported by the various local dealers for the week ended June 22:

STORM MOTOR CAR CO.:
Hudson touring car, to R. V. Lewis.
Hudson touring car, to C. Crittenden King.

CHAPMAN-LOVE AUTO COMPANY:
King touring car, to Walter A. Johnston.

HINDS AUTO COMPANY:
Lion "40" roadster, to Robert N. Page.

EMERSON & ORME:
Detroit Electric, to Miss Annie Cammack.

M. T. POLLOCK:
Oldsmobile Autocrat, to S. R. Depew.

MARION MOTOR CAR CO.:
Marion touring car, to H. M. Baker.
Marion touring car, to J. M. Dick.
Marion touring car, to William Herbert Smith.

COOK & STODDARD CO.:
Cadillac touring car, to F. R. Richardson.
Cadillac touring car, to E. W. Richardson.
Cadillac touring car, to F. H. MacKenzie.
Cadillac touring car, to J. Branson.
Cadillac phaeton, to Roland Evans.

COMMERCIAL AUTO & SUPPLY CO.:
Flanders electric coupe, to H. Clay Browning.
Studebaker E-M-F, to Charles Dietz, sr.
Studebaker E-M-F, to F. B. Hall.
Studebaker E-M-F, to William P. Lipscomb.
Flanders delivery wagon, to J. M. Stein & Co.

OVERLAND WASHINGTON MOTOR CO.:
Overland delivery wagon, to Sterling & Miller.
Overland roadster, to C. L. Berman.
Overland touring car, to Mrs. Catherine Richards.
Overland roadster, to F. H. Allen.
Overland touring car, to F. D. Klimkiewiez.
Overland touring car, to T. H. Welch.
Overland touring car, to C. M. Lightbrown.

MILLER BROS.:
Ford touring car, to S. Koblen.
Ford runabout, to Dr. Z. M. Brady.
Ford runabout, to J. Maury Dove.
Ford runabout, to George J. Hurst.
Ford runabout, to John M. Kenther.
Ford touring car, to Louis Brownlow.
Ford roadster, to J. F. Ward.
Ford roadster, to T. W. Perry.
Ford roadster, to Dr. M. R. Evans.
Ford roadster, to A. W. Keldenback.